

THE RICHMOND DISPATCH.
BY THE DISPATCH COMPANY.

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TUESDAY, JUNE 20, 1899.

THAT "COLLOQUY."

In the issue of the New York Sun of the day before yesterday we find a further contribution to the literature of the alleged Schley-Hodgson colloquy.

The Sun brings forward facts intended to show that Lieutenant Hodgson has admitted that the published colloquy was substantially correct. So we have to consider that phase of the case in connection with Hodgson's recent letter to Schley, asserting that no such conversation occurred.

It seems to us that it is incumbent upon Hodgson to ask the naval authorities for an opportunity to vindicate himself. The Sun has undertaken to put the responsibility of its publication upon him, and if he is guiltless he should not be content to have the controversy closed with himself in that position.

It is not contended by the Sun that it has reported the "colloquy" verbatim, but it insists that it gave the substance of it as it received it, and that Hodgson himself more than once admitted that he was correctly reported in substance.

Now, what was the colloquy? Why, it was a brief conversation, alleged to have occurred on the Brooklyn, while the naval battle was in progress off Santiago. The purport of it was that Schley wished Hodgson to steer his ship away from the Spanish ships, and was willing to take the risk of running down the Texas in so doing.

As we understand the case, Hodgson was the navigator of the Brooklyn, and not her commander, and hence it has always been incredible to us that Schley should give any orders at all to Hodgson, and, least of all, orders to him to run away from the fight!

The Dispatch has never taken the view that the Sun has taken of the Sampson-Schley controversy. We think the Sun has been prejudiced against Schley, and is unfair to him. In dealing with the subject has not been to our taste. Yet that does not cloud our eyes to the probability that Hodgson ever has been loose in his talk, or that he has been most ingeniously and maliciously misquoted. In the latter event of course we would demand a court of inquiry.

At present the public is not so much concerned to know whether the Sun has been true to its motto as to know whether Hodgson has been guilty of the crime of defaming a superior officer. Hodgson has said, under his own signature, that no such conversation occurred; now, the question is, Did, or did not, Hodgson give currency to the report that it occurred?

Washington specialists indicate that the Secretary of the Navy, or some one acting for him, has called upon Lieutenants Hodgson and Hellner for explanations. It is said that for the present, at least, they will not be summoned to the capital. We are also told that it is not the wish of the administration to reopen the Sampson-Schley controversy if it can be avoided. Nevertheless, some sort of an investigation of that "colloquy" seems indispensable.

MCKINLEY'S DILEMMA.

A Washington correspondent of the New York Herald quotes "one of the most influential members of the Cabinet" as saying that "the slightest intimation from General Otis that he wants more troops, in addition to those he now has with him, and those who are to be sent to him under the recent order, will be followed by a prompt call for volunteers. There will be no further parleying with Aguinaldo and his followers, and no let up in the aggressive campaign which General Otis is conducting." This member of the Cabinet also assured the correspondent that the President is determined to restore peace and order throughout the islands, if it takes ten times as many troops as he now has there.

The correspondent, however, proceeds to make a few observations on his own hook, and from these it would appear that Mr. McKinley is the devil and the deep sea. The President, he says, has not, for political reasons, exercised his power to call for more troops, and yet, what with the situation in the Philippines, should be fall to do so, he will be liable to criticism in Congress for having embarked in the Philippine war without any definite policy, and for having carried it on with a force so inadequate as to lead to the fruitless sacrifice of men and money.

In other words, when Mr. McKinley

cocks his ear in one direction he hears from the people an ominous protest against imperialism, and when he cocks it in another direction he catches the sound of discontent among those who have him free hand to pursue an imperialistic programme, and whose endorsement is almost vital to him.

However, Mr. McKinley is now on a swing around in New England, the hotbed of anti-imperialism, and the public will watch with some interest to see how he will utilize the occasion to prevent his falling between two stools. If he can popularize imperialism in New England he will find it all the easier to satisfy Congress and pave the way to fastening militarism on the country.

AUTOMOBILE SCARE.

The automobile, whatever may be its virtues, has enemies in Chicago, and the bona fide charge of South Park in that city has forbidden its use on the drive-ways and boulevards. This action is based on the charge that the "horseless carriage" is a menace to life and property. It was declared by the board that already serious accidents had been narrowly averted. Noiseless electric cars travelling at a high rate of speed have frightened horses and endangered the lives of persons driving and those of cyclists and pedestrians. So hereafter "all vehicles propelled by electricity or otherwise than by horses are prohibited from travelling on the boulevards and parks of the South Park system."

The manufacturers of the automobile will carry the matter into the courts and fight to the last ditch for the privileges which vehicles drawn by horses now enjoy. While the prohibition has excited a great deal of talk the action of the Park Board is not altogether unexpected. It had previously refused to allow the automobile companies special privileges in the park.

Of course, a great deal has been said pro and con the matter, and there appears to be great diversity of opinion as to the justice of the new rule. The president of the West Park Board thinks the action is absurd, and maintains that the electric carriages are by no means so dangerous as bicycles. He can see no reason whatever for excluding the automobiles, and says his associates agree with him in his views.

RAPID ELECTRIC TRAVEL.

Some months back there was printed a description of a proposed electric railway between Liverpool and Manchester, England, for which great advantages, in the way of speed and economy, were claimed. The moving spirit in the matter was F. H. Bohr, an electrical engineer, and his plans were referred to a committee of the Chamber of Commerce of Liverpool, with instructions to consider the engineering feasibility of such a road.

This committee has just reported, and the essential points of the report are as follows:

First, that the system has stood as severe a test, in the engineering sense, as any new invention could be put to, short of actual application on a commercial scale; second, that the time on a railway on his system between Liverpool and Manchester, thirty miles, could be reduced to twenty minutes, and such rapid travel would be feasible without any greater risks than those of ordinary railway travel; third, that the cost of construction and equipment, on estimates made by Mr. Bohr, assure the commercial success of the enterprise. The figures of Mr. Bohr give the total cost of construction and equipment as aggregating about \$7,500,000, and the receipts are estimated at about \$500,000 a year, with working expenses of about \$300,000 a year. The cost of power per train is reckoned at \$10, or 17 cents, a mile, while the cost of power per train on other English railways ranges from 6 cents to 8 cents per mile. It is assumed that the road will be constructed.

A MODUS VIVENDI.

The two divisions of the Austro-Hungarian monarchy, after a protracted wrangle over the question of renewing the Ausgleich, are about to patch up a modus vivendi, which will run to 1907.

Under the Ausgleich are regulated the commercial and financial relations of the two inseparable—but, stating that each has a Parliament, a constitution, and a ministry of its own, practically independent nations, and these relations are reached by mutual concessions. The Ausgleich was first adopted in 1867 for a period of ten years, was renewed without trouble in 1873 and again in 1887, but failed of renewal in 1897, owing to the position taken by the Austrians that the Hungarians were not willing to bear their share of the joint expenses of the hyphenated monarchy.

A deadlock occurred, but was finally broken by provisional extension, though much bitter feeling was engendered, and it became a foregone conclusion that unqualified renewal was impossible. By the modus vivendi in sight, Hungary, it is said, will gain a great victory, for Austria practically concedes all the former demands. This, however, is not surprising. It represents only another long stride in the direction of the Magyar's complete domination of the affairs of the polyglot possessions of the Hapsburgs.

According to the New York Journal, Jeanne D'Artois, of the Vaudeville Theatre, Paris, has received the crown of beauty from a jury so constituted that the award has unusual dignity. In this competition, the Journal says, there was no frivolity. The jurors were Heiner and Bernard, painters; Rodin and Falguere, sculptors; Caille Mendes, author and critic; Pedro Gailhard, director of the opera; Jules Chert, the genius who designs posters; Sarah Bernhardt, actress; Doucet and Redfern, the man milliners. The points considered in making the award were form, color, feature, soul, expression, dignity, carriage. The jury was unanimous in the judgment that Mile. D'Artois is the beauty of beauties.

A number of the cities of the country are taking censuses ahead of the Federal proceeding. Chicago finds, to her own satisfaction, at least, that she has over 2,000,000 people within her borders, and Newark, N. J., claims 288,000. It is barely possible that the national census will not in all cases bear out the figures of this year.

Four men are said to have practically absolute control of the street railway lines in Philadelphia, New York, Chicago, and Pittsburgh. The big four are P. A. B. Widener, William L. Elkins, William C. Whitney, and C. L. Magee, the last-named of Pittsburgh.

Conditions seem to warrant the expectation that General Joe Wheeler will soon obtain the active service in the Philippines he has so much desired.

ROOF GARDEN IN FLAMES.

Koster & Bial's New York Concert Hall Threatened.

NEW YORK, June 19.—Crossed electric wires started a blaze at 8:30 A. M. yesterday on the stage of Koster & Bial's roof-garden. The stage, scenery, and properties were destroyed. Firemen kept the flames from extending to the stage of the music hall. The loss is \$5,000, fully insured.

One of the porters who was making preparations for the sacred concert at night, discovered one of the fires on fire. There were three tanks and a stand-pipe on the roof, but the porters were unable to control the flames. Those who were dragged through the foyer and auditorium to the roof and the flames quickly extinguished.

Manager Alfred E. Aarons appeared at the theatre during the fire wearing evening dress, and that joyful feeling was obtained by eating bread made from BYRD-ISLAND FLOUR. It's cheaper than the cheapest, and then it's pure. je 16-18

AMUSEMENTS.

MAIN-STREET PARK

OPEN-AIR VAUDEVILLE, CORNER MAIN AND VINE STREETS. Reached by all Cars of Richmond Railway and Electric Company for One Fare.

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BALTIMORE, MD., June 19.—It became known Saturday night that William M. Boykin, son of Dr. Thomas J. Boykin, and Miss Mary Washington Robinson, daughter of the late John M. Robinson, who was president of the Seaboard Air Line, had been married secretly on Wednesday last. The bridegroom is 23 years old, and the bride, who is the youngest and most beautiful of the celebrated Robinson girls, has just reached her 19th year. She was to have made her debut this coming season, and was looked upon as the prospective belle of the social season.

That there was a warm attachment between the two was known generally among the close friends of the young people. The boys and Robinsons are of Baltimore's wealthiest people. The parents of the young folks rather disapproved the match. The bridegroom had opinions of his own. Accompanied by an intimate friend of the bridegroom, the young people were married at Calvary Episcopal church by the Rev. Henry Ward Cunningham. The same evening they returned to Baltimore, going to their respective homes.

Saturday afternoon, however, they determined that a honeymoon was in order, and the bride suggested that they go to Atlantic City, where her sister, Mrs. J. Harry Ramsey, was sojourning, and why they should not make the most of it. The bridegroom agreed, and Mrs. Boykin, after leaving a note for her mother, saying that she was married, left for the seashore with her youthful husband.

Their arrival at Atlantic City made a sensation. The parents of both have accepted the situation.

"So Late."

(Farmers Herald.) One of the city preachers has recently congratulated himself that he was "born so late," that he lives now rather than in the past. We, too, believe that the world is growing better, that the devil is not gaining ground, and that in his own way the Ruler of the universe is making ready for the "new earth, wherein dwelleth righteousness."

And yet we of the South who are old enough to recall by-gone days will ever insist that that past was illumined by a home-life which has no counterpart in the age in which we live. The ideal country home of the Southland surrendered for awhile, but slowly and yet surely it ended in darkness, leaving no traces of light behind. The full glare of electric brilliancy will not restore that radiance, improved machinery will not give back its conveniences, automobiles will never take the place of the family carriage with the colored aristocrat in charge of the reins, and the automatic fans of the dinner table will not compensate for the "nigger" with the Byrbrush, nod though he would; canned goods are not mother's preserved goods, mince meat of the stores is not the mince meat of the closet, and as dispensers of hospitality the world will not give us duplicate of the men and women who presided over these southern homes. We will not forget that we live in the present and not in the past, that the throbbing now has claims upon our loyalty, that the passing moment is pregnant with good or evil, and that "forward" is the command of the hour, that "up and doing" is the day's duty, and yet we will be pardoned for feeling now and then for the "touch of the vanished land," for listening for a voice that is still, for walking again the old paths and for holding dear the communion with the dead but ever dear past. One of the delights of the heavenly life may consist in reviewing the way by which the pilgrims reached the better land. Memory is as much a gift of God as is hope. Lamenting is one thing and remembering is another thing. Honor for the past. Help for the present. Hope for the future.

The Governor to Be Commended.

(Staunton News.) It is quite the fashion to roast the Governor for sins of omission and commission. When, therefore, he does anything worthy of commendation it would seem proper to commend him for it. There is no denying that the Governor has taken great interest in the public institutions, and has striven to improve them, which is commendable in a view, it is fair to presume, of helping to administer them properly. There is no other way of learning so much about any institution as by visiting it, and seeing it in operation, getting acquainted with those who manage it, and work in it, and with the kind and amount of work done. We do not recall the visit of any other Governor, for instance, to the School for the Deaf and the Blind, except a hasty visit, remaining over night or an hour or so. The Governor has visited this school at commencement, and has been in the building, and has seen the whole programme forming a part of it, in fact, and he must go away with a much clearer idea of the work and needs of this school than he ever had before. We hope and expect that this visit will be worth something to the school. It needs a larger appropriation to enable it to accommodate all the afflicted children in the State of the classes taught there, and we cannot doubt that the Governor will fully recognize this need, and do all he can within his powers to supply it.

Excursions, Picnics, &c.

MOONLIGHT ON THE JAMES, BY THE LADIES' AUXILIARY OF THE OLD DOMINION HOSPITAL. TUESDAY EVENING, JUNE 27th, on the Elegant Steamer Pocahontas. Attractions: HOT SUPPER, MUSIC, AND DANCING. Tickets—Gentlemen, 25c.; Ladies and Children, 15c. Steamer will leave the wharf at 8:45 P. M. je 22-24, 25-27-31

GO ON MRS. GILL'S EXCURSION

TO OLD POINT AND OCEAN VIEW, THURSDAY, JUNE 23d. Train leaves Chesapeake and Ohio Depot, Seventeenth and Broad streets, at 8:20 A. M. Returning, will leave Old Point at 9 P. M. Round-trip to Old Point, \$1; to Ocean View, 25 cents extra. je 18-21

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TENDER-SKINNED MEN

Shave with GILLETTE'S SAFETY RAZOR, and before cleaning the face rub on a bit of CUTICULAR OINTMENT, the great skin cure. Wash off with GILLETTE TOILET SOAP and HOT WATER. This simple, inexpensive treatment will make shaving a pleasure and comfort to those with tender, inflamed, easily irritated skin. Sold throughout the world. FORTY D. AND C. CO., Sole Agents, Boston. "All About the Skin," free.

CAPACITY FOR WORK, PROOF

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Tan Oxford Sale.

As we are determined not to carry over a pair of Tan Oxfords we have placed every pair on tables at cut rates.

All the \$1.50, \$2, and \$2.50 ones go at \$1.50.

All the \$2.75, \$3, and \$3.50 ones go at \$2.

Not a pair but what are the product of a reputable house and are guaranteed the same as sold at old prices. A to E lasts, sizes 2 to 7.

Tennis Oxfords, good quality, for misses, youths, and boys just to hand.

J. A. GRIGG SHOE CO., 121 E. Broad Street.

S. C. Weisiger, Sec. and Treasurer. (je 18-Tu, Tu&Th)

FINE KNABE PIANOS

MUST BE SOLD.

Some time since we exchanged an Upright Knabe Piano for a Rosewood Square Piano of same make. This Piano has a beautiful rosewood case, carved legs and lyre, full iron frame, seven octaves, and is thoroughly guaranteed. It will be sold, regardless of original cost, for \$125. The terms are easy—cash \$25, and \$5.25 per month.

We have several Upright Pianos of the most celebrated makes at low bargain prices; also, a full stock of new Upright Pianos on easy monthly instalments.

Tuning and Repairing of Pianos and Organs.

MANLY B. RAMOS CO., No. 119 EAST BROAD STREET, Near Second Street. (je 27-Sun, Tu&Th)

THE IMPLEMENT CO.,

1302-1304 east Main street, Richmond, Va.

Engines, Saw-Mills, Threshers, Carriages, Buggies, Harness, Farming Implements of All Kinds.